

The

National

Falcon

News

APRIL 2017

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



**1965 Falcon Sprint
Mark E. Sword, Jr.
Austin, Arkansas**

ON THE COVER

Mark E. Sword, Jr.'s (FCA #10000) 1965 Falcon Sprint is our featured cover Falcon. His story and photos begin on page 16 of this month's issue.

Photo by Amy Davis Photography

CALENDAR OF EVENTS

APRIL 21-22, 2017

**LOUISIANA REGIONAL
GONZALES, LOUISIANA**

Hosted by Bon Temps Chapter.
Registration form is at falconclub.com.

MAY 12-13, 2017

**"VIRGINIA IS FOR FALCON LOVERS" REGIONAL
MIDLOTHIAN, VIRGINIA**

Hosted by Virginia Chapter.
Use form in this issue to register.

JULY 12-15, 2017

**2017 NATIONAL CONVENTION
SACRAMENTO, CALIFORNIA**

Hosted by Pacific Region Chapters
Use form in this issue or register online at westcoastfalcons.com.

SEPTEMBER 8-9

**MID AMERICA CHAPTER REGIONAL
OVERLAND PARK, KANSAS**

Hosted by Mid America Chapter.
Registration form will be in a future issue.

SEPTEMBER 29-30

**TENNESSEE VALLEY REGIONAL/ALL FORD SHOW
SEVIERVILLE, TENNESSEE**

Hosted by Tennessee Valley Chapter.
Registration form will be in a future issue.

Please send your FCA event information to
fca.editor@yahoo.com and admin@falconclub.com.

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Visit Falconclub.com and use password imFCAiwi! to access technical articles.

The
National *Falcon* News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President

“Please remember to be a good ambassador to all those interesting folks you meet at these events. Don’t be shy; invite them to participate in some good, clean fun with us and our great cars.”

Well, it has been a pretty weird winter for many of our FCA folks. Good snowfalls in some areas, too much rain after years of drought in other areas, yet very little real winter weather in a few areas. But again we’ve made it through the worst Ol’ Man Winter could muster and now spring has arrived to brighten our world! We’re all looking forward to longer days and milder temperatures, then we’ll start watching for things to bloom.

I have already marked the dates of my first car shows of the season on my calendar. Hopefully you have finished your projects during the winter months and have just some last minute details to finish up. Soon you’ll be cruisin’ down those boulevards again!

Are you ready for a run to a Regional or National Meet this spring or summer? Don’t forget to make a list of things to take with you. Also make a list of unique things to do or places to see along the way, as well. I highly recommend creating a personal wish list of needed parts or kits. You’ll then be fulfill those lists when you talk to our vendors and other Falcon friends in the swap areas at the meets.

Remember that migrating in a flock of Falcons is a great way to travel to regional or national events. Participation in and making new friends is at least half the fun in all our club events. It will attract new people to our great

cars and FCA membership. Please remember to be a good ambassador to all those interesting folks you meet at these events. Don’t be shy; invite them to participate in some good, clean fun with us and our great cars.

I hope those that could make it enjoyed the Southern Coast Chapter’s early spring Regional Show in Pensacola, Florida. I’m sure those who were lucky enough to go had a good time.

Visit and share your Falcon vehicle(s) with youngsters as the opportunity presents itself. Also try to help any of them when you can to get into a Falcon of their own. Remember to take kids—yours or somebody else’s—to a car show or two this year. Let’s keep the Falcon legacy alive.

Take care. May God bless. Have a wonderful spring and get those birds sleek and show ready. Have fun working safely on ‘em and checking them out for spring cruises. Falcon On!

Reminders: Bon Temps Chapter’s first Spring Regional will be held April 21-22, just southeast of Baton Rouge, Louisiana. Virginia Chapter’s first Spring Regional comes next on May 12-13, just west of Richmond, Virginia. Please get both your 2017 Nationals registration and hotel reservations made soon, too!

—Cliff McKay (FCA #7987)
Peck, Kansas



Reprinted from *New Zealand petrolhead*, Vol 19, No. 9, September 19, 2016



THE EARLY BIRDS (1960 TO 1966)

The very first Falcon to be sold in the world's largest penal colony...ahem...Australia...was the XK. This car was basically the same as its American counterpart (produced 1960–1970), albeit in right-hand drive and sporting some (dealer-dependent) optional extras such as heavy duty suspension to cater for the brutal Aussie roads. The XK went on sale in Australia on September 11, 1960 and was available in sedan, station wagon, ute and panel wagon guises. Powerplant was either a 144ci or 170ci inline six-cylinder mated to three-speed manual or two-speed Ford-O-Matic auto transmission. These engines were carried through the first generation and the 200ci 'Super Pursuit' was added to the line-up in 1964 with the XM, the first Falcon to feature an all-Australian-designed body. In 1965 the upmarket 'Fairmont' range would be introduced with the XP, the last and best of the generation one Falcons.

FAREWELL FALCON

By Kari Burnett; Pics courtesy Ford Motor Company

Next month the last ever Falcon rolls from the factory floor, after 56 years of continuous production. In fact, Ford already bolted together its very last Falcon ute on July 29. The sedan's production will shut down on October 7. This iconic Ford has a place in most kiwis' hearts, be it a family car 'back when I was a kid', a street machine or classic restoration, or simply being glued to the TV watching the Great Race. Rather than mourn Falcon's demise, here's a look at the highs and lows of a marque that will soon be gone, but never forgotten...

Top photo: Falcon Sprints, the last, and most powerful, XR6 and XR8 Falcons

Middle left: 1960 XK Falcon

Below: 1964 XM Falcon





BIG, POWERFUL BIRDS (1960 TO 1972)

There were a range of six-cylinder engines available throughout the second generation but more importantly, the '66 Falcon XR saw the introduction of the mighty V8; a powerplant that would be a petrol head favourite for decades to come. The 289ci Windsor was available across the range—a first for a V8 in an Australian vehicle. In 1967 the XR also birthed the first Falcon GT. Packing a 225hp Mustang-sourced Windsor, the GT ushered in the era of the Australian muscle car. In 1968 the 289 V8 was dropped for the XT, in favour of the more powerful 302.

In 1969 the XW introduced a more aggressive look and the GT's powerplant was upgraded to a 290hp 351ci Windsor, an engine that carried over to the now legendary, shaker-sporting XY GT. 1969 was also the year the famous GT-HO as born with a 300hp 351.

Top left: Cover of featured petrolhead magazine

Right: The XY was launched in 1970.



Left: 1966 XR Falcon
Right: 1968 XT Falcon 500 sedan



Below: 1976 XC Falcon; 1972 XA Fairmont



FALCON FLEXES ITS MUSCLE (1972 TO 1979)

The Falcon had been to the gym and in 1972 appeared with a much more muscular physique. The American Falcon had halted production, so the XA was all Aussie. There were six engine variations; three six and three V8 blocks, including the GT's 300hp 351. The subsequent XB Falcon became world famous thanks to the Mad Max movies. Max's modified black XB 'Interceptor' was driven by the hero at the end of the first film and throughout the sequel. The next facelift in the form of the XC, was released in July of 1976 and with it came the Australian-built Cleveland V8s in order to comply with new pollution regulations. Two years later another very special model would be set upon the public—the Falcon Cobra. This hardtop coupe was an extremely limited edition, with only 400 units being produced. It featured even more aggressive styling than GT models. Cobras were instantly recognizable due to their white paint with front-to-back double racing stripes in blue.

—Continued on page 6



—Continued from page 5



1984 XF Falcon

A MIXED BAG (1979 TO 1999)

The styling of the Ford Falcon was changed drastically for the XD, released in 1979. Out went the professional bodybuilder shoulders and chrome, in came plastic bumpers and the boxy style that would be popular on just about every motor vehicle produced between 1979 and 1985. In 1982 the XE would be the last Ford Falcon factory fitted with a V8 engine for nine years. Power steering and four-wheel disc brakes would become standard across the range with the XF in 1986. Despite the lack of a V8 option and no GT, the XF would become the best selling Falcon ever in Australasia—a title it still holds to this day.

1979 XD Falcon



BRINGING BACK THE BIFFO (1988 TO 1998)

Ford Australia poured a whole lot of loot into advancing the Falcon programme and the result in 1988 was the slightly smoother and rounder EA, available in sedan and station wagon configurations. By this stage there were three engines on offer: Base model 3.2-litre straight six (dropped in '89), 3.9-litre six for Fairmont, and multi-point injected 3.9-litre six-banger for the sporty Falcon S pack and flagship Fairmont Ghia. 1989 saw the introduction of the four-speed manual.

In 1991 the EB was introduced, along with it the reestablishment of the V8 as an option (302ci Windsor). Ford also reintroduced the Falcon GT in a limited run of 250 cars, but perhaps more importantly, the EB marked the introduction of the XR6 and XR8 high performance models.

Engine capacities were also beefed up with the EB with the base six climbing from 3.9 to 4.0 liters. The Futura made a comeback with the ED ('93 and '94), which came spec'd with cruise control and anti-lock brakes.

In 1994, Ford smoothed the edges even more with the EF Falcon, a car that would be the first Australian built machine to offer a driver's airbag as standard. The EL featured enhanced handling, thanks to the blokes at Tickford, and would see out the fifth generation.



Above: 1988 EA Falcon Below: 1996 Futura



THE UGLY DUCKLING (1998 TO 2008)

The sixth generation Falcon took off with more of a fizz than a bang, thanks to the somewhat underwhelming design of the AU. The looks that only a mother could love saw swathes of previously loyal Ford owners jumping ship to the VT Commodore. The AU was a bulbous beast with it drooping ends and oversized head and taillights. It was visually improved over its short lifespan and it wasn't all bad—the Tickford ES-50 and TS-50 special editions were surprisingly attractive and offered up oodles of grunt thanks to the 295hp 302 V8. These low-number beasts would also feature adaptive electronic automatic transmissions complete with steering wheel mounted shifters—a first for an Australian car.

The ugly duckling turned into a swan in 2002 with the introduction of the BA Falcon. This massively expensive update (Ford spent AUS\$500 million dollars on the project) to the AU also brought with it a new range of six- and eight-cylinder engines, notably the DOHC 4.0-litre Barra six (and turbocharged 320hp XR6 version) and BOSS range of V8s utilised in the FPV (Ford Performance Vehicles) range—the king being the 390hp BOSS 290. The Mark II BA would also offer up a six-speed manual option.



Above: 1998 AU Falcon Forte
Below: Return to glory—2002 BA Falcon



The changes worked as planned for Ford—within a year of release, in Australia the BA was outselling its arch nemesis—the Holden Commodore.

Ford took the 'if it ain't broke, don't fix it' approach with the BF in 2005 as changes were predominantly mechanical in nature. Engine outputs were upped slightly and a six-speed ZF automatic transmission was made available on select models.

SWAN SONG (2008 TO 2016)

And now we come to the seventh and final generation of the Ford Falcon. In 2008 the FG Falcon hit showrooms around the land. It was available in base model XT, XR6, and XR8 models, as well as the G6 and G6-E which replaced the Fairmont and Fairmont Ghia respectively. The only V8 engine available in the standard Falcon range was the 390hp powerplant inside the XR8, which itself was gradually phased out in 2010. V8 itches could still be scratched however with the FPV range. This included the new, entry level GS, which would fill the void left by the XR8 with its 422hp supercharged Mustang-sourced 5.0-litre Coyote V8. GT, GT-E and GT-P models would be fitted with a more powerful (9hp) version of the same donk.

In 2012 the first ever four-cylinder Falcon was born. It was powered by a turbocharged 2.0-litre Ecoboost engine.

Sadly, operations at the Ford Performance Vehicles plant would end with the FG in 2012, though the XR brand would continue to be used until 2014 with cars produced in Ford's main plant. The final Falcon, the FG X, received a substantial facelift bringing it in line with Ford's European offerings, particularly the Mondeo. The XR8 was reintroduced to keep the V8 heads happy, with its supercharged 449hp BOSS V8 carried over from the defunct FPV range. Sprint models offer up even more performance than their siblings with 436hp and 463hp for the XR6 and XR8 respectively.

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When I was growing up my Dad always had a classic Mustang around—either under restoration or completed. As much as I like Mustangs, I wanted something different to restore. The Falcon was the perfect fit and the search was on to find the perfect car. My Dad and I started looking in the usual places—Craigslist, eBay, and local car shows. Initially, I preferred the four door sedan, but was open to other models as long as it was a round body year.

The first car I looked at was a black four door sedan with a solid

body, but it was overheating in the first block of the test drive. I was not off to a great start, but I was optimistic to find the right restoration project for me. Working in the airline industry, I enjoy flight benefits so our search for a 1960–63 Falcon quickly broadened to other states. Promising leads in Detroit quickly led to disappointing results. The pursuit was still on, but I focused more in the southern states where rust is less prominent. Still nothing was found.

Texas was up next, and a beautiful white two door was

found. I was just a few days late as the car had been sold. With my ever changing schedule, I ended up in San Jose, California for work and was looking at the local Craigslist ads when I came upon a 1961 Falcon Futura. This particular car was a two door with bucket seats and had the perfect color combination. Having limited time in San Jose, I had to make a tough decision and purchase the car unseen except for the photos in the ad.

My next hurdle was to find a shipping company that would bring the car from California to the



Ryan Cerceo's 1961 Falcon

suburbs of Chicago. The headaches continued as the first transport truck broke down and another truck had to be found. It happened to be the July 4th holiday weekend making it difficult to find another one. Finally after two weeks from the purchase date, my 1961 Falcon arrived in Chicago.

First impressions of the car were good and I found no major problems. The car was very dirty from shipping, but no rust was discovered on the floor boards or body. The Falcon arrived without carpet, door panels, or headliner. There was a partial front bumper

and the wiring was a complete mess. The shifter had been converted to the floor and the engine even had headers.

The next few months were spent painting, replacing, and upgrading parts. A new radiator, bumper, water pump and rebuilt carburetor were all sourced. The factory column shifter had been removed and shaved to make the floor shifter look factory. The tube radio was rebuilt, complete with a FM converter in the glove box. The final piece of the interior was installing the Sprint tach on the dash board. The 170 ci engine

now includes a Mustang sprint air cleaner and a vintage Edelbrock finned valve cover.

I attended my first FCA National Meet this past summer in the Wisconsin Dells and had a great time. I am looking forward to attending more events and have made plans to attend the Nationals this summer in Sacramento, California. In the meantime, the Falcon and I will be cruising the local Chicago area car shows on the lookout for fellow Falcon enthusiasts.

—Ryan Cerceo (FCA #15653)
Oak Lawn, Illinois





*In memory of our founder, Roy Sword,
a Founders Award will be presented at
the banquets of future Annual National Meets.*

This will not be a judged class.

*A plaque will be given to a car that
Sword Family Member(s) in attendance
feel Roy would have been especially fond of.*

This award will be sponsored by the Jim Hatcher Family.

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Dennis W. Lebo (FCA #368) 1950—2016

Dennis Lebo, a long-time Falcon Club member passed away unexpectedly on November 1, 2016. He is survived by his wife of 45 years, Linda, and their daughter Laura McGovern, her husband Rich, and their three children Alicyn, Jaxon and Cannon. Dennis had more close friends than we can count.

Dennis was born and raised in Austin, Texas. He was a true Austinite who loved his family, 50s and 60s music, classic cars, and BBQ. Dennis' love for classic cars started at an early age as his family loved cars.

If you knew Dennis, you know he never met a stranger. He would start a conversation with anyone and everyone he met, especially if the topic was classic cars. He often traveled to events like Cruising the Coast, Hot August Nights and never missed the FCA Nationals. He attended many car shows and swap meets, where he showed off his cars but also made long lasting friendships. He has owned too many Falcons to count in his 66 years, but his most recent was a Cherry Red 1965 Falcon Ranchero.

Dennis was a member of the FCA Audit Committee and past President of the FCA Capital City Chapter. Dennis will be missed dearly by his family, friends, and co-workers.

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We'd like to wish a warm welcome to our new members. It's great having you as a part of the Falcon Club of America.

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| FCA #15964 Jack Boyer 19263 Apache Rd. Bend, OR | FCA #15978 Arthur Salazar 2772 South Grove St. Denver, CO | FCA #15992 Joe Ramos 3410 Amber Forest Dr. Houston, TX | FCA #16006 Bill Cozart 7558 O'Neil Rd. Keizer, OR | FCA #16020 John Saffell 1001 S Sheridan Ave. Ottumwa, IA |
| FCA #15965 Earnest Hayes 724 Julia Street Baton Rouge, LA | FCA #15979 Ben Moffatt 90 Emerald Point Rochester, NY | FCA #15993 Bonni Cogan 2376 Borrego Springs Rd. Borrego Springs, CA | FCA #16007 Patrick Ford 331 Orchard Ave. Redwood City, CA | FCA #16021 Harry Bassett 22609 Edgewood St. Clair Shores, MI |
| FCA #15966 Keegan Busse 18059 Meadow Creek Dr. Eagle River, AK | FCA #15980 Morgan Evans 1160 Hornaday Rd. Brownsburg, IN | FCA #15994 Charlie Dorries 212 Forrest Hills Dr. Brownsboro, AL | FCA #16008 David Dick 1111 S. Hill Dr. Prescott, AZ | FCA #16022 Eric Stephens 1621 N Union Ave. Shawnee, OK |
| FCA #15967 Greg Johnson 211 East I Street Newton, NC | FCA #15981 Thomas Herman 511 Mooney Hill Rd. Patterson, NY | FCA #15995 Ricky Morris 626 George Sherman Rd. Rougemont, NC | FCA #16009 Jack O. Howell 1303 Gornito Rd. Valdosta, GA | FCA #16023 Hunter Martinez 3923 Harris Rd. SE Port Orchard, WA |

FALCONS FOR SALE

Two 1961 Econoline five window pickups; one runs and drives but has rust; other minimal rust but complete. Extra engines and three speed transmissions. Complete package, \$5,800 or offer. V.E. Clemmer, 931-557-5000 or veoclemmer@juno.com. TN. 170415



1961 Sedan Delivery drag car, 500 cubic inch big block Ford, Dominator carb, Trick Flow specialty heads and intake, built by Johnny Arnold of Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan Keith Burgan in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 and 4.86), a spare top sportsman powerglide transmission, and custom built engine stand. Lemon ice paint, all steel except hood, hood scoop, and front and rear bumpers. Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and info., please look at my website, tweetrevenge.com. Many Falcon Club members may remember the car from the Nationals in Indianapolis when I ran an exhibition race with Dick Estevez and the Daddy Warbucks Falcon. See *The Falcon News*, May 2007. \$46,000 OBO. David Weich, dweich@carolina.rr.com or 704-829-5435. NC. 170312



1962 Ranchero, rebuilt 302 V8, rebuilt C4. Mustang II front end, sub frame connectors, headers with dual exhaust, and front disc brakes with dual master cylinder. Many new parts and fresh clear coat paint. \$14,795. Don Quaintance, cdq4795@comcast.net, 520-743-7250, Tucson AZ. 170212



1962 Falcon wagon for sale. Want to sell whole, as is. Many good parts. Could be restored. NO REASONABLE offer refused. Donna Card, 207-740-7015, dlcard55@gmail.com. ME. 170310

1963 Falcon two door hardtop, Springtime Yellow, four speed, top loader 302 V8. Richmond, 8" 3.55 gears, disc brakes. Rack and pinion power steering. I've owned this car for 22 years. \$17,500 or best offer. Please call Jeff at 860-526-3888. CT. 170411



1963 Falcon Futura convertible for sale, \$750 or for parts. Car needs total restoration. It's a six cylinder automatic with bucket seats. When it was parked, the top was working. Contact Paul, 570-983-6199 or jaker1_18436yahcom. PA. 170405



1964 Econoline pickup, 351 cubic inch engine, automatic. Mounted on a 1991 Ford Bronco 4WD chassis. Everything is new—engine, brakes, complete rear end, master cylinder, etc. Four wheel drive. Asking \$22,500. Richard Freeman, 785-220-2427. KS. 170310

1964 Falcon Sprint convertible, red on red with new black top. 260 V8, dual exhaust, four speed, bucket seats, original interior. Sprint tach, AM radio, power steering, factory air. Four new red line tires with new sticker spare. Completely rust free. First Place winner at Dover and Dearborn Nationals. READY TO SHOW! \$35,000 OBO. Dick Gutermuth, 410-557-4525. MD. 161209

1965 Ranchero, 170 engine, three speed column, runs good, new upholstery, new red paint, new interior, price reduced, \$3,500. 1964 Mercury Comet four door station wagon, 210 automatic, nice body, needs floor pans, \$1,500. 1964 Mercury Comet four door, nice body, 210 automatic, air conditioner, last tags 1974, \$1,500. Bob, 806-683-3550. TX. 170414

1965 Futura hardtop, \$1,200. 1965 Sprint with hood scoop \$3,000. 1965 Futura hardtop, \$800. 1965 Futura convertible, four speed, \$2,000. 1964 Futura hardtop bare body in primer on rolling chassis, \$4,000. 1964 convertible parts car, \$500. 1964 Futura convertible, \$1,500. 1964 Futura convertible, \$1,000. 1964 Sprint 289 V8 with headers and floor shifter, \$2,500. 1964 Futura hardtop with Comet dash and 302 V8 three speed, \$2,500. 1963 Deluxe station wagon, \$2,500. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlbranson@mail.win.org.

CAR WANTED



I'm interested in finding out if the 1963 Sprint Hardtop with vinyl roof like the one from the cover of the "Falcon for '63" brochure exists. If you own one or know someone who does call or email John at 408-628-7397 or jliessandrello@msn.com. CA. 170402

1955 Ford Crown Victoria Skyliner (glasstop), very rare 61B car, rebuilt 272 engine, redone radiator, new LeBaron Bonney blue/white interior kit, automatic transmission needs rebuild, good floors, body restoration started and still on the frame. Car is in pieces but complete with clear title, \$19,500 or trade/deal for a Falcon Sprint four speed convertible. E-mail William MacGregor, Bill@junkyardartist.com. 170410

PARTS FOR SALE

1960-63 Falcon Ranchero door shells, right and left, no glass or inner workings, \$75 for the pair. 1960-63 Falcon metal dash and cowl assembly, good condition, radio slot intact, cowl not rotted out, \$150. Also have a single 1960-63 Ranchero driver side door complete with inner workings and glass, \$50. Can email pics on request. Nick, nicholasbought@gmail.com or call 920-475-8589. WI. 170412

All NOS: Speedometer driver gears, C2DZ-17271-H 20 teeth, C2DZ-17271-J 16 teeth, C2DZ-17271-G 17 teeth, C1DD17271-A 20 teeth—fit many different models, \$20 each. Speedometer assembly C9DZ-17255-C—fit 1967-70 Falcons, \$100. C0DZ-6421232-B lower door hinge springs—fit front and rear doors for 1960 and up Falcons, 1964-70 Fairlane, \$10 each. C0DZ-13A807-B horn ring springs—fits 1960-64 Falcons, Fairlanes, 1963-64 Galaxy, 1969 Boss Mustangs, and many other models, \$10 each All prices are plus shipping. John Simone, 413-527-8502. Easthampton, MA. 04013

Parting 1960-65 Falcons. Good sheet metal, lots of trim, etc. Call Steve, 360-430-0143 WA. No texts please! 170408

1964 Falcon Sprint seats; all original and professionally re-upholstered. These seats were re-upholstered about 12 months ago by their present owner Diamond Auto Upholstery. The seats were to be factory replicas but the owner decided to do something "better." The result is not factory exact, but very close and the quality of the finished product is outstanding. All seats are from a 1964 Falcon Sprint; therefore these seats will fit other Fords so be sure of your application. The rear seat is also original to the 1964 Falcon Sprint and matches the front buckets perfectly. Note: The front buckets are without hinge covers (which are available) and the attaching seat rails are not present. \$995. Call or email Steve at 541 440-2697 or theobrowns@charter.net for more information or photographs. Roseburg, OR. 170404.

1960 NOS Falcon grille, \$199. 1963/1964/1965 NOS Falcon grilles and headlight assembly, \$1,499. 1962/1963 NOS Falcon cowl top, \$275. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A, \$55. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$459. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, hardtop/sedan, \$459. 1965 NOS Falcon back-up lamp kit, part #C5-DZ-15449-B, Wagon/Ranchero, \$499. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$250. 1964 NOS Falcon lens, no back-up, \$125. 1965 NOS Falcon lens, no back-up, \$125. 1963/1964/1965 Falcon/Comet, 14", four lug, chrome slotted wheels with B.F. Goodrich tires, \$950.

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MY DREAM CAR

BY MARK E. SWORD, JR.
PHOTOS BY AMY DAVIS

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1963/1964/1965 Falcon bucket seats, black, useable recover, \$950. 1963/1964/1965 Falcon/Comet four speed shifter with knob, \$199. 1963/1964/1965 Falcon/Comet, top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$229. 1963/1964/1965 Falcon/Comet six cyl. valve cover, black powder coated, \$155. 1963 Ford FE, 3x2 set-up, intake, carbs, linkage, air cleaner, NOS air filter, fuel log, \$1,400. More NOS, used and Scott Drake Reproduction parts available, Vic Falcone, 518-355-7756 or vffalcon64@aol.com. NY. 170409

1964 and 1965 trunk locks with key(s), nice driver chrome, \$75–\$125 each, ready to install. Good used door locks with new keys, 1960-63 sedans/Ranchero/wagons, \$55 a pair; \$70 with ignition tumbler; three locks, \$90 with glove box lock + bezel, four lock set. 1963 Futura 13" hubcaps, amateur re-paint, but nice color and good driver quality, \$75, set of four; five bolt 13" wheels, \$50 each, set of five for \$200; 13" wire spinner hubcaps #1-4 condition, \$110–\$550 per set. Six cylinder dipsticks, \$20 each; 1964–65 Ranchero single side trim set, \$595; Old Fashioned Horsepower: one pair 302 V8 C8OE heads, \$200; one pair 351 C9OE V8 heads, \$350. Six cylinder exhaust manifolds, good used, correct numbers: C0DE, C1DE, C2DE, C3DE, \$95 each. 1961 grilles, driver quality to NOS, \$15–\$400. Remanufactured generators for 260 V8, still in their boxes, \$195 each. Good used six cylinder generators, tested, \$85 each. 1904 model Holley carburetors, correct for 1960–61 144/170 sixes; clean cores for rebuild, \$95 each; 12R model Holley carbs correct for 1962 Falcon 144/170 sixes, rebuildable, \$95 each. Heater boxes, no cracks, \$100. Heater motors, good used, \$50 each, tested. Blank shift collars to covert a stick shift to floor shift, \$80 each. Good used 2.77 three speed transmission, \$200. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 170408

1963 Falcon Futura convertible parts—selling as a lot front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Make offer. Oliver Jergensen, 360-631-8213. WA. 170413

Two and three speed automatic transmissions, four speed transmissions, top and side loader and shifters. Original six cylinder four speed side loader with shifter, many 1960–65 grilles, Mercury Caliente grille, much chrome, fenders, hoods, doors, trunk lids. 1963 Falcon console, luggage rack for station wagon, air conditioners, and much more. Bob, 806-683-3550. TX. 170414

All NOS: Voltage regulator C3DZ-10505-A, \$100; turn signal switch plate for 1960–62 Falcon, \$30; windshield wiper switch C6DZ-17A625-A, S.W. 776. Front suspension bumper, one piece C3DZ-3020-A, \$10. Fuel gauge C5DZ-9305-A, fits 1964–65 Falcon, 1965 Mustang, \$90. Hood bumpers C4DZ-16758-A, six pieces in each package, fits 1964–65 Falcon, Mustang. Original 13/8 wide, \$45 package. Later Ford replacements and after market are 11/4" wide., \$25 per package, C4DZ-16758-B. All prices plus shipping. John Simone, 413-527-8502. MA. 170415

ALL NOS: C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm and bushing, \$75. C0DZ-3049-A, upper ball joint spindle support, \$65. C0DR-7A039-B, trans. ext. assy., \$75. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$15. C0DZ-1126-B, rear brake drum, \$80. C0DF-13450-A, taillight lens, \$30. C0DZ-4211-C, differential pinion shaft, \$15. C0DZ-5630-C, rear spring shackle kit, one pair, \$40. C0DF-13206-B, front park/turn signal lamp housings, \$120 for the pair. C0DF-5630-C parklamp lens, \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DF-11654-C headlamp switch, \$45. C0DF-7A217-A trans. control switch and wire assy, \$15. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A & B carb rebuild kits, \$30 each. C0DD-5A283-F, exhaust hanger, \$15. C0DZ-2A094-A, brake shoe hold down kit, \$12. C0DF-12370-A, Autolite vacuum control, \$18. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. Keith Litteken, 11394 Revere Ln., St. Louis, MO, Keith Litteken 314-480-2556 or kslitteken@aol.com. MO. 170403

1963 convertible hood and three fenders, \$100 all, grille, \$75. Two taillight assemblies, \$50; radiator, \$25. Two blue door panels with speaker cut-outs, \$25; blue dash pad, \$25. Dark blue molded carpet kit, \$25; front bumper valance, \$10; rear bumper, \$25. I have pictures. Mark, 508-280-8046, wecamp1@comcast.net. MA. 170213

1964–65 Falcon parts: parking brake assembly, \$15; small block V8 original style air cleaner, \$20. Right side factory header from 1965 Fairlane, \$10; original 1964 Sprint gas tank, \$100. 1965 Ranchero gas filler tube, \$10; fender emblems for "302" V8, \$7; heater switch, \$7; dash heater control plate, \$6; hardtop dome light bezel, \$3. Can e-mail photos upon request. Contact Steve at 562-595-1876 or e-mail: SteveWT324@aol.com. Long Beach, CA. 170308

Don Branson's 35 year collection of good used parts for 1960–69. Hoods, \$75; doors, \$75; grilles, \$150–\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles,

wheels, aluminum wheels; hubcaps, etc.
Will sell entire lot of parts or a piece at a time.
Parts from over 50 cars. JL Branson, 4097 Hwy T,
Marthasville, MO 63357, 636-228-4501 or
jlwbranson@mail.win.org. MO. 160707

PARTS WANTED

I am looking for arm rests for a 1966 Ford Falcon Futura four door sedan; need all four, but will consider only front two. Please email debwhit123@yahoo.com. TN. 170406

Wanted: Window seals for the stationary rear windows in the rear doors of a 1965 Ford Falcon Station Wagon. Please call Glenn Hoff at 215-721-2762 or email hoff.sandy@yahoo.com. PA. 170407

Wanted: 1960-65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all; partial sets, individual pieces are OK. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO. 170309

Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 170402

1963 Falcon Delux two door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and/or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis, MO 63128-1416. Contact 314-480-2556 or kslitteken@aol.com. MO. 170403

**Visit Falconclub.com
for events and
technical articles.**

**Use password imFCAiwi! to access
technical articles.**

MISCELLANEOUS FOR SALE

Shop Manuals by Ford: 1960-63, \$34.95; 1964-68, \$49.95 each; 1969-70 \$59.95 each. 1963 Owners Manual, \$14.95 Part Interchange Manual, 1960-65 or 1963-70, \$39.95 each. Falcon 140 page Road Test book 1960-70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077 or Alex@books4cars.com. WA. 170101

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—Continued from page 17

MY DREAM CAR



I purchased my 1965 Sprint from my grandfather, Roy Sword (FCA #1), in September of 2013. I had always wanted a 1965 Sprint.

The car was mostly original when I purchased it, minus the 302 and Magnum 500s. With my dad's encouragement, I decided this was the car I would use to build my dream car.

She went under the knife July 2014. My dad and I completely disassembled the car down to the frame and body. I replaced everything on the car except for the paint and glass. In January 2015 I took the car to Shahan Performance & Fabrication in Cabot, Arkansas. That's where my Falcon would start to be formed into my dream car.

Shahan mini tubbed the rear so that we could fit 20 x 10.5 Billet Specialties wheels under the back.

I stayed with 17 x 7s in the front. We narrowed the Nascar take off nine inch rear end to get a deeper wheel. The tunnel in the car was modified so we could get it as low as possible without clearance issues. It was also modified to fit the new transmission which is a Tremec T-56. Shahan cut out the shock towers and from there made his own for the car so we could fit in the new motor.

We decided to keep the shock towers and go with a rack and pinion setup over a Mustang II style front end. All the brakes and master cylinder were upgraded to Wilwood. I wanted to go with the new 302 Coyote engine in the car. With well over 400 horsepower and the opportunity to get over twenty miles per gallon, it was an easy choice! Clearance would be a slight issue with the hood and really the



only option was a tear drop hood. I really wanted something different though.

Shahan made some connections and we were able to get a hood made that is one of one, a 95 Cobra R style hood. Now that the clearance issue was fixed, Shahan made a brace for the shock towers that had 'Sprint' cut into it. This turned out to be one of my favorite touches to the car. The car also has power steering and cold AC. All of the interior was handmade by Brown's Upholstery in North Little Rock, Arkansas.

The car was finished on July 28, 2016. Her very first voyage was straight to my grandfather's house to get his stamp of approval on it. Maybe my proudest moment was my grandpa giving me the thumbs up on my Falcon. For that reason, I will never part

with this car. It will be passed down to my son Mark Sword III (Tripp) one day, who is already a member of the FCA, He is number 100 as my great uncle Larry passed down his number to him. The final touch to this car was the personalized plate, which reads FCA 10K, as my FCA member number is 10000, following my dad Mark Sr.'s FCA #1000 and my grandpa Roy's FCA #1.

Thank you to all of my FCA family that have helped me with parts and advice along the way. There is not a better group of people in this world than all of you. Falcons Forever.

—Mark Edwin Sword, Jr. (FCA #10000)
Austin, Arkansas

See Mark's son Tripp mini-Falcon on page 24

CHAPTERS BY REGION

Pacific Region

Regional Director **Monte Brachmann**
923 SE 73rd Ave., Vancouver, WA 98664
360-326-3035

CENTRAL CALIFORNIA FALCONS CHAPTER
BAKERSFIELD, CALIFORNIA
Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER
Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar–Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER
BAY AREA, CALIFORNIA
John Lissandrello
18429 Ruby Lane, Morgan Hill, CA 95037
408-628-7397
sectreas@goldengatefalcons.com
Meet second Saturday odd months

MONTEREY BAY CHAPTER
MONTEREY BAY, CALIFORNIA
Taj Dufour
120 Via Vinca, Santa Cruz, CA 98060
831-438-8268
See montereybayfalconclub.com for
meeting info.

RAINIER FALCONS CHAPTER
SEATTLE, WASHINGTON
Roger Moore
16 143rd Street, SE, Lynnwood, WA
206-290-3093
Meet bi-monthly Jan–Nov, 7:00 PM.
University Burgermaster, 3040
NE 45th St., rainierfalcons.com

RIVER CITY FALCONS CHAPTER
SACRAMENTO, CALIFORNIA
Steve Hobart
9845 Sleepy Hollow Court
Stockton, CA 95209
209-957-0974
Meet second Saturday monthly, 12:00 PM
Round Table Pizza, 1566 Howe Ave., Sacramento

SONOMA COUNTY FALCONS
FOR FUN CHAPTER
SANTA ROSA, CALIFORNIA
Al Aiello
5915 Chandler Ct.
Santa Rosa, CA 95409
707-539-2860

Meet first Thursday monthly
SOUTHERN CALIFORNIA CHAPTER
Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
Meetings TBA

North Central Region

Regional Director **Jack Ellis**
17860 168th St., Basehor, KS 66007
816-806-1806

GATEWAY CHAPTER
ST. LOUIS, MISSOURI
Rich Albert
1805 Main Drive, High Ridge, MO 63049
636-677-4670
Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER
Tom Washburn
16675 Orchard Valley Dr.
Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER
Charles T. Mans
P.O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY
Jim Boyer
jlbmac357@gmail.com
816-806-5102
Meet first Friday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS
Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495
Meet second Saturday, even months

METRO DETROIT FALCON CLUB CHAPTER
Gordon Leslie
12300 Churchill Ave., Southgate, MI 49195
734-225-1067
Meet first Sunday bi-monthly, Southgate Holiday
Inn, 17201 Northline Road, Southgate, MI 48195

NORTHLAND CHAPTER
No leadership at this time.

GREATER OZARKS CHAPTER
SPRINGFIELD, MISSOURI
Jerry Kendall
953 Burk Road, Highlands, MO 65669
417-761-2677
Meet second Sunday even months, 2 PM, Panera
Bread, N. Kansas Expressway, Springfield, MO

South Western Region

Regional Director **Frank Bell**
720 San Antonio Tr., Mansfield, TX
817-480-2365

ALAMO CHAPTER, SAN ANTONIO, TEXAS
Samuel Dickinson
4005 Nockenut Road, Seguin TX 78155
210-626-2050
Meet second Sunday monthly
Pig Stand, 1508 Bdwy., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS
Gary Brubaker
9200 Bradner Drive, Austin, TX 78748
512-289-5153
Meet third Saturday monthly; time and location
vary. Contact garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER
DALLAS/FORT WORTH
Wally Tirado
7801 Alma Dr., Ste. 105-104
Plano, TX 75025
Meet third Saturday. Time and place set at
previous meeting.

LONESTAR CHAPTER, TEXAS
Mickey Rosewell
112 Denman, Mt. Pleasant, TX 75455
903-572-9593
Meet third Sunday monthly. Call for information.

NORTHEAST TEXAS CHAPTER
David Gunnells
1786 Turkey Road, Gladewater, TX 75647
903-759-6850
For Club information, contact David

SOONER STATE CHAPTER
OKAHOMA CITY, OK
Doug Browning
660 S. Henney Rd., Choctaw, OK 73020
405-820-4808
Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS
Danny Naramore
247 Blackwater Lane, Houston, TX 77015
713-703-5110
Meet second Saturday monthly, Prince's Drive=in,
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER
HOUSTON, TEXAS
Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
Meet third Saturday of even months; Valley Ranch
BBQ, 22548 SH 249 at Spring Cypress, 5:30 PM.
Check website or call to verify.

Mountain Region

Regional Director Ron Brown
4147 SCR 31, Ft. Lupton, CO
303-857-9360

ARIZONA CHAPTER, PHOENIX

Greg Lyons
8845 Silver Spur
Flagstaff, AZ 85014
928-527-1056

Meet second Saturday except June, July, August;
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Jim diZerega
1221 Rue Court,
Ft. Collins, CO 80526
970-266-0888

Meet third Friday monthly, 303-857-9360

WILD WEST FALCONS CHAPTER

Ted Boothroyd
2247 Perona Ct.,
Grand Junction, CO 81503
970-314-2498

Meet quarterly. Call for details.

South Central Region

Regional Director Mike Sigler
14475 S Big Hill Rd., Gulfport, MS
228-596-9160

FOUNDERS CHAPTER, CABOT, ARKANSAS

Sandy Meir
131 Ballard Road, Cabot, AR 72023
501-628-2898

Meet second Saturday monthly; 501-605-1370

SOUTHERN COAST FALCONS CHAPTER PENSACOLA, FLORIDA

Lou Kosa
1 Pinetree Dr., Gulfbreeze, FL 32610
850-293-1131
Meetings TBA

GULF STATES CHAPTER GULFPORT, MISSISSIPPI

Mike Sigler
14475 S. Big Hill Road, Gulfport, MS 39503
228-596-9160

Meeting info posted on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road, Gallatin, TN 37066
615-452-0321

Meet monthly. Call for dates and location.

BLUEGRASS CHAPTER LOUISVILLE, KENTUCKY

No leadership at this time.

FRONTIER CHAPTER

PARIS, ARKANSAS
Ben Norris, 1000 1st St.,
Bonanza, AR 72916 • 479-639-6735
Meetings TBA

BON TEMPS CHAPTER, LOUISIANA

Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769 • 225-445-4488

North Eastern Region

Regional Director John Howard
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MY OWN LITTLE FALCON

The Sword Family
Legacy Continues



My grandfather Roy Sword, founded the Falcon Club of America in 1979. He had a tremendous love for the Ford Falcon. He always made sure his children, grandchildren and great grandchildren had an opportunity to be involved in the Falcon Club family. On May 30, 2015 my son, Mark E. Sword III (Tripp) was born. He was a fourth generation Falcon owner almost immediately. My grandfather, Roy, got him his very own Falcon. It was a pedal car that he had painted to match my 1965 Sprint. From the day we brought it home, shortly after his first birthday, he was in love. One of the first words he learned was Falcon, with help from his grandmother Pat Sword.

My great uncle, Larry Sword, passed down his FCA #100 for Tripp. My grandfather Roy is #1, my father Mark Sword Sr. is #1000 and I'm #10,000. It gives me great pride when I see my son take a great interest in cars, especially the Falcon, at such a young age. I know my grandfather would be so proud.

—Mark E. Sword Jr. (FCA#10,000)



Tripp (FCA #100) is pictured here with his Falcon pedal car Great-grandpa Roy (FCA #1) bought him and helped restore for him. They just had finished it before Roy passed away, but he was able to see him it drive it one time. Great-gma Pat (below) also enjoys seeing Tripp carry on the Falcon tradition. Proud grandpa Mark (below right) shows off Tripp and his award.



A Christmas Homecoming

50 YEARS AGO



What were you doing on the eve of Christmas Eve 50 years ago? I remember it well. Like this most recent holiday, it was a Friday. Christmas Eve was Saturday and Christmas Day was Sunday. I was packing to go home for Christmas that Friday in 1966.

I was a 19-year-old stationed at Craig Air Force Base at Selma, Alabama. At midnight I'd be off on a 10-day leave. When you're that age, optimism often overshadows good judgment—even reality. I planned to drive my 1960 Ford Falcon those 1,000 miles to South Jersey. With 140,000 miles on it, in those days, the car was past the end of a useful life. I thought I had enough money for gas, but I hadn't anticipated all the tolls in the northeast. That would lead to some financial uncertainty later on my trip.

At midnight I signed out of the base and was on the back roads enjoying a cloudy, moonlit Alabama night. The interstate highway system wasn't fully in place back then. Mostly it was back roads until arriving in Atlanta at sunrise on Christmas Eve. Things went well as I drove the better roads north until mid-afternoon in North Carolina as snow began to fall. I had never driven in snow before. I pulled into a highway rest area and slid through a parking spot into a pole. Luckily there was no damage, but I now had greater respect for the poor traction of bias-ply tires. I made a phone call home letting them know I was behind schedule. I didn't realize I was in a bit of a blizzard. A classic nor'easter winter storm, had brought precipitation from the south up into cold air in the northeast. As it moved north along the coast, I moved north with it. It would dump up to 20 inches of snow in many places; *The Philadelphia Inquirer* said locally about 16 inches fell.

My underpowered 90 horsepower, six cylinder 144 cubic inch displacement engine was fine in Texas

where I had bought it. Even in Alabama it was okay. But I hadn't anticipated the need for heat and defrosting and this car had neither. That's hard to believe these days when every car has a heater, but in 1960 it was an option in warm climates and people easily did without. If you've ever driven a car with no heater through a blizzard, in addition to just being cold it takes a lot of extra work.

First, the windows had to be cracked open; otherwise, the heat your body generates inside will condense on the windows and ice can form on the inside. You have to keep it cold inside. Without defrosting, ice accumulated on the outside of the windows. My windshield wipers would get overwhelmed and every 25 to 50 miles I had to stop and scrape ice off the windshield and the other windows.

I don't think North Carolina or Virginia had snow removal equipment in those days, or at least I never saw any. On Interstate 95 snow just piled up and there was only a track to maneuver made by other cars. North of Washington, DC, I remember it started to get a lot better. It was still slow going, and they started wanting money from me—first a tunnel in Baltimore, the Maryland stretch of I-95, and then in Delaware. I think I was looking for pocket change by the time I got to the Delaware Memorial Bridge.

Sometime early Christmas morning I finally arrived. I plowed the car into a snowdrift in front of 5530 Toms Avenue in Pennsauken, New Jersey, and I was home for Christmas. I think I got there just after Santa had left. It was warm inside, and I was with family. That was fifty years ago. For me it was one quite memorable Christmas homecoming.

—Bill Tracy
Haddonfield, New Jersey

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The locomotive collection of the California State Railroad Museum contains 19 steam locomotives dating from 1862 to 1944. The Museum's locomotives illustrate the development of steam technology from its early years in the mid-nineteenth century through its apogee and climax in the 1940s.

The engines range in size from the diminutive Southern Pacific No. 1, "C.P. Huntington," to the million-pound giant, Southern Pacific articulated

cab-forward No. 4294. Fewer than 30 full-size steam locomotives built prior to 1880 exist in the United States. The Museum has five of these, including Central Pacific Railroad locomotive No. 1, "Gov. Stanford." While the locomotive collection of the California State Railroad Museum is extensive, only a portion is on public exhibition at any one time. The remaining engines are either undergoing restoration or awaiting restoration in the Museum's shop facilities.

CURRENT EXHIBITS AT THE MUSEUM

Without Words— This interactive exhibit focuses on the various non-verbal communication tools used by the railroad—and the science behind them. These allowed railroad technicians to communicate at night, across distances and during challenging weather conditions such as heavy rain, dense fog and snow. The exhibit will help Museum visitors gain an appreciation for the bells, whistles,

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To get more information on Sacramento, go to visitsacramento.com/falconclub/. You'll find driving directions, discounts, and special events taking place in Sacramento the week of the show!

Show Contact

For questions regarding registration, please contact Shirley Barrowman by email at 2falconsers@att.net.

For conference questions or any other miscellaneous questions, please contact Ray Johnson by email at 57ray@pacbell.net or phone 707-535-6476. Check out our event website westcoastfalcons.com for information.

flags, lanterns and lights effectively used by the railroad for decades prior to modern electronic communication methods.

Fast Tracks: The World of High Speed Rail—

This exhibit has a high-speed train simulator with interactive controls and a digital projector that will allow guests to simulate the experience of piloting a modern high-speed train. Guests have the unique opportunity to board a life-size mockup of a high-speed train to experience the point-of-view of a passenger and learn more about the technology that makes it happen.

Building America: Abraham Lincoln and the Union

Pacific Railroad— This powerful exhibit begins with the early history of President Abraham Lincoln and his steadfast support of the railroad, culminating with the signing of the Pacific Railroad Act in 1862. The exhibit highlights the construction of the world's very first transcontinental railroad and showcases how the Union Pacific Railroad has helped with "Building America" through natural disasters, wars, and a changing transportation industry.

A City Divided and the Pullman Strike of 1894—

This exhibit will enable visitors to revisit the dramatic and volatile two months during the summer of 1894

when America experienced a major, nationwide railroad strike. During this emotionally charged time, Sacramento took center stage for the heated confrontation between employers and employees.

A Shift in Power: STEM Learning Experience—

Funded by a National Science Foundation grant, this hands-on learning experience is part of a joint effort with five other history museums across the nation designed to introduce prototype STEM learning centers in historic settings. STEM — which stands for Science, Technology, Engineering and Math uses play and informal activities designed to encourage and stimulate problem-solving abilities.

Off the Clock: Sports Clubs of the Southern

Pacific— This playful exhibit is focused on the wide variety of sports clubs, teams and athletic competitions that the Southern Pacific employees participated in during evenings and on weekends in the early to mid-1900s.

Center for Railroad Photograph & Art's 2015—

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Mad Max (1979) Movie Trivia

▲ Max's yellow Interceptor was a 1974 Ford Falcon XB sedan—previously, a Melbourne police car—with a 351ci Cleveland V8 engine and many other modifications. The Big Bopper, driven by Roop and Charlie, was also a 1974 Ford Falcon XB sedan, but was powered by a 302ci Cleveland V8. The March Hare, driven by Sarse and Scuttle, was an in-line-six-powered 1972 Ford Falcon XA sedan—formerly a Melbourne taxi cab. The most memorable car, Max's black Pursuit Special, was a limited GT351 version of a 1973 Ford XB Falcon Hardtop which was primarily modified by Murray Smith, Peter Arcadipane and Ray Beckerley. The Nightrider's vehicle, another Pursuit Special, was a 1972 Holden HQ LS Monaro coupe. The car driven by the civilian couple that is destroyed by the bikers is a 1959 Chevrolet Impala sedan.



▲ The car that Max drives was a production car, the Ford XB Falcon Coupe, sold in Australia from December 1973 until August 1976. The car in the film had a standard 351 cubic inch (5.75 litre) V8 motor.

▲ The stolen interceptor driven by the Nightrider in the opening scenes is another production vehicle. It is a HQ Holden Monaro, which was sold in Australia in the early 70s with a variety of motors including large capacity V8s. Also, the other police vehicles in the movie were sedan versions of the XB, although one was the previous model XA. They also had 351 cubic inch motors and are a common car on Australian roads.

▲ The Interceptor cost over \$35,000 to build. That's more than three times Mel Gibson's salary for the movie.

▲ The blue van that was wrecked in the film's opening chase had the engine removed and was pushed into the path of the oncoming cars by off-camera assistants. The lack of the engine's weight caused the van to spin uncontrollably, adding to the spectacular crash. The buckets atop the roof were filled with milk.

▲ Because he was relatively unknown in the U.S., trailers and previews did not feature Mel Gibson, instead focusing on the car crashes and action scenes.

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THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

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When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

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